

BELMONT TRACK DRY FOR HEARST WOMEN SLEUTHS

Ordered Whiskey at Public Bar, but Detective Interfered.

SPORTING WRITERS
SAW NO LAWBREAKING

Testify That Bookmaking Is Lost Art in Park and "Journal's" Charges Unfounded.

A kindly holiday spirit ruled at the John Doe inquiry yesterday, before Justice Scudder at Mineola, to investigate "The Evening Journal's" charges that gambling and other disorderly acts were all the rage at Belmont track. Neither Arthur Brisbane, of "The Journal," nor any of his employees was on the stand at yesterday's hearing; therefore there were no harsh words against the racing park.

Miss Elizabeth Van Thuyssen and Helen McClay testified that they went to the track at the instance of "The Journal." It began to look as if something real mean was about to be said about the place when they testified to having gone to the bar and ordered whiskey and soda.

"A white man served us with the drinks, but he did not drink them," said Miss Van Thuyssen. "This relieved the tension considerably; and it suggested completely when Michael Malone, a detective in the employ of the track, came to the stand and said how he saw the two young women order the drinks, but stopped them from drinking them."

"They were just about to drink them," he said, "and I told them they couldn't do it, as it is one of the strict rules of the racing association that women shall not drink at the bar, but only in the dining room. I have a fixed post by the bar to see that the rules are carried out."

This whiskey and soda testimony of the two young women, sent at the instance of "The Journal," was the only hint of an unkind word against the racing park. John Doe, a contractor of Baldwin, had the most idealistic view of the racetrack.

"There was hardly anything done at the track that might not be done in a church," he said.

For the rest, most of the witnesses were the sporting writers of papers other than "The Journal." Joe Villa, of "The Evening Sun," said that he had been at the track and had seen a fixed post by the bar to see that the rules are carried out. He made about fifty prisoners.

"In the region of the 'Labyrinth,' after having repulsed a German counter-attack last night, we organized the positions gained. We took 150 prisoners, including four officers, here yesterday."

"The enemy delivered no infantry attack to-day; he merely bombarded our front."

"On the outskirts of Le Prétre Forest there has been only an artillery action. In the course of the engagements on May 30 we took two machine guns."

The Berlin War Office has issued the following statement:

"At Arras the enemy worked forward on the night before last by means of sapping. An attack on our lines on the Neuville-Rocourt front was expected, since the attempt of the enemy to force us out of our position further north had failed. This attack was made yesterday afternoon after several hours of artillery preparation. Owing to the bravery of the Bavarian and Rhine regiments the attack ended in complete defeat for the enemy. His losses were extremely high."

"In the Forest of Le Prétre the only success gained by the French was the penetration of a few advanced trenches which were weakly defended. Otherwise the enemy's attack at this point failed."

The railway viaduct of Dannekerich was again destroyed yesterday by our artillery with a few shots. The French succeeded only a few days ago in making it ready for use, after months of labor."

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FRENCH ADVANCE FARTHER AT ARRAS

Capture German Trench Around Souchez—Move Forward in Le Prétre.

London, May 31.—The French have made still further advances north of Arras, capturing another trench around Souchez and organizing all their newly won positions in the neighborhood of the fortification known as the "Labyrinth," according to day's statement from the Paris War Office. Berlin admits gains by the French at Arras, as well as on the other end of the long battle line, in the forest of Le Prétre.

The French communiqué says: "On the Yser front there has been an artillery engagement. In the region to the north of Arras we have made new progress."

"On the road from Souchez to Carency we have taken possession of the Malon mill and the German trenches which extended from the mill to the sugar refinery at Souchez. We made about fifty prisoners."

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TO URGE SHIPPING PLAN ON VANDERLIP

Pan-American Delegate to Set Forth Project for Federal Line.

COUNTRIES SOUTH
READY FOR MOVE

Pearson Says United States Needs Line for Commercial Struggle After War.

(From The Tribune Bureau.)

Washington, May 31.—Confident that a gigantic steamship plan will solve the transportation problem between North and South America, Samuel Hale Pearson, delegate to the Pan-American Financial Conference from Argentina, suggested to-day that the combination take in, among others, the Brazilian Line, the Panama Railroad Company, owned by the United States government, and the United Fruit Company.

Mr. Pearson, a director in South American corporations, whose capital totals \$600,000,000, will confer with Frank A. Vanderlip, president of the National City Bank in New York, on Thursday to discuss the steamship project. Mr. Vanderlip was a delegate to the conference, and was much interested in the transportation committee's work.

The unanimous sentiment of the delegates to the conference was that better transportation facilities were needed for closer business relations between the Americas. Mr. Pearson declared.

All depends upon what the Congress of the United States does for the project. "I understand the political differences in this country as to the merits of government ownership of steamships, and I also understand the fear that has existed among political parties as to the use of subsidies of steamship lines."

"The newspapers and magazines have devoted so much attention to the Pan-American Financial Conference and its conclusions, that better transportation between the Americas is the first essential to better trade and other relations, that I think a change may be brought about in differences of opinion as to government ownership and subsidies. The people themselves are likely, I think, to demand these better transportation facilities, no matter under what name they get them."

"Argentina is ready at any time, and so is Brazil. So, in fact, are all the other countries to the South, except the Central American countries, which declare that they are already pretty well supplied with steamships."

"But Argentina does not need ships as much as the United States. Notwithstanding the war in Europe, Great Britain has made a point to have a fast ship ready at Buenos Ayres every five days to take away our cattle, horses, etc. Germany, France, Italy and Spain have had steamship lines, fast lines, between Argentina and Europe, and by the fastest of all, the Italian line, we can be in Paris in sixteen days from Buenos Ayres."

"The English have \$250,000,000 invested in Argentina—more than they have invested in Australia, one of their own colonies—and it is not conceivable that they will give up without a commercial struggle any of the advantages they now have in the way of steamship lines in Argentina. After the war the other countries will also engage in the commercial struggle to place their goods in South America."

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"America" Puts Climax to "Die Wacht" Enthusiasm at Festival Concert.

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The ovation which the audience gave Mme. Schumann-Heink after her artistic presentation of Adriano's aria from "Rienzi" and the aria of Andromache from "Odysseus" was so demonstrative that the singer gave an encore. She selected the last stanza of the German war song, "Die Wacht am Rhein."

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